

# THE STORY of the ROAD

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This illustrates a piece of mountain road in Norway in the late spring or early summer. Note the heavy square stones set by the road side to prevent the traveler from driving off in the dark, or if for any reason he was careless.

**M**AN is born with a restless spirit and early exhibits a tendency to roam. Children three years old or less will wander away, led by curiosity, to explore the unknown. The savage picks his way long distances as best he can, through forest or prairie, as the case may be; he builds no roads, but goes forward in the line of least resistance. The buffaloes of the prairie follow beaten paths—it is said the streets of Boston were made to follow cow paths of colonial days.

When civilization came to mankind we find among its early activities evidence of progress in road building. As light dawned upon him he found an economic advantage in making the paths smooth. It also entered his consciousness that to remove obstacles to travel was a common duty of everyone and not the special duty of anyone or a few. No truer saying can be found than that the condition of the public roads in any community is an indication of the standard of civilization, not an infallible one, of course, but very trustworthy nevertheless.

It will be interesting to note what the world has done and is doing in making the roadway better, so they will more fully meet the economic and social needs of the people and the state. Measured by the age of the Mediterranean and oriental countries, our own land is but an infant, but it has grown and waxed strong beyond any of its ancestors. It not only has learned much from the older countries, but has been able to teach them many things as well. In some things, however, we must confess that we stand at the foot of the class. One of our two most conspicuous failures in the administration of public affairs is the inefficient, wasteful and corrupt methods of administering our great municipalities and the other failure, even more complete, relates to the not only inadequate but idiotic methods that have pertained to the question of public highways.

Space does not permit nor is it part of the "Story of the Road" to set forth the signal failure in the mismanagement of our cities, but rather to point out some of our shortcomings as to the public highways as compared with the rest of the world. A well-known advertiser, in speaking of the excellence of his product and its popularity, says: "There's a reason," and so there is a reason why we have so completely failed in doing our duty to the road. There has been money enough expended upon them in the last three generations to have made boulevards of all the main highways, yet they are not much better, as a rule, than they were a half-century ago, and this is particularly true in the middle west.

Take for the purpose of illustration and as a type the great state of Illinois, the third in the Union in wealth and population. In the last 30 years there has been expended on the highways of Illinois, in grading, bridging, making and splicing the roads, approximately \$100,000,000, and what is there to show for it? The larger part of this colossal sum has been frittered away by honest but misguided effort—by doing the wrong thing; the annual road picnics, where a dozen or more farmers with their boys would meet in the fall (to do work that ought to have been done in the spring) to work out their road tax, have a good time, tell stories, play practical jokes, do



Here is a road over the mountain pass between China and Manchuria, with Chinese farmers on their way to market. Rather primitive transportation, you say. Compare this with an Illinois and Missouri earth road in March with a fine team and modern wagon in mud knee deep. We can imagine these Chinese farmers commiserating this pitiable condition if they could see it. This is one of the best types of high-class road building to be found anywhere.

"stunts" of physical prowess, such as jumping, wrestling, etc., with a small amount of work in plowing up a stretch of road, scraping loose earth together with weeds and grass in a winnow, and leaving it there and calling this road building. By the operation, perchance, a hundred dollar road tax had been worked out and probably two hundred dollars of damage done to the road in doing so. This is an extreme case, but there are tens of thousands of such instances in more or less aggravated form.



This shows a splendid type of a hard road in southern California, with palms upon one side of the road, pepper trees on the other. Compare this drive with a Mississippi valley road. The residents of California are no better able to build good roads than the farmers in the corn belt.

Anyone knowing the first principles of road building should know the surface of the ground should not be disturbed after the first of July and that road grading done in March, April or May gives the best results, as the summer rains and traffic work the earth down smooth and hard so that it will be in the best condition to stand the trying weather of the winter and spring following.

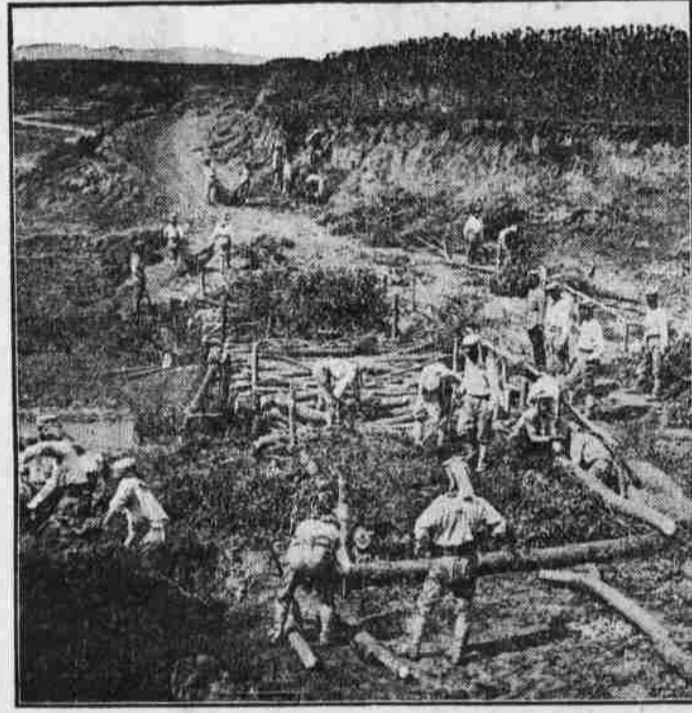
The first great step in reform is a wise and sane expenditure of the money now raised, which in Illinois is about \$5,000,000 per year. The writer has spoken upon the question of highway improvement in more than one-half the counties of Illinois and has discussed the "labor system" methods employed with hundreds of the most intelligent farmers of this country, and they generally agree that most of the money raised is wasted. There are some fundamental errors responsible for this and some misconcep-

very greatly. Some farmers and a few so-called experts, however, entirely overestimate the value of the drag. There is only one type of road that is worthy the name of good, and that is one that is hard, smooth and usable 365 days in the year, and one that is not affected by weather conditions. The main roads (these comprise not more than 25 per cent. of the total mileage) should be graveled or macadamized after first being thoroughly graded and drained. The experience of the world for twenty centuries is back of this system. Among the illustrations on this page are some stone roads that for 2,000 years have been used daily with but a moderate cost for maintenance.

Another fallacy that must be put on the shelf is the belief that a hard road cannot be built in the corn belt; that it would not "stand up," etc., upon the heavy black soil. Every engineer knows and experience shows



Road building in Porto Rico, since it came under United States government control. President Taft told the writer he built good roads in Cuba, Porto Rico and the Philippines and the United States government advanced the money to do it. It was suggested that if the government could do so much for an alien people why not help fix up the rural route roads for our own folk? The reply was: "Your point is well taken."



The above illustration shows a detachment from the Japanese army building a road so the army with its ordnance could approach Port Arthur in the late war. The cloth hanging down the back of the headgear is to protect the base of the brain from the heat of the sun and to keep insects away. A similar device is used in the interior of Australia, where they are called "puggies." Why this name was given to it the writer never could ascertain.



The most famous and one of the world's oldest roads, made and used before the Saviour was born and ever since. It was known as the "Appian Way." On either side we see tombs built up of masonry. Over this highway the Roman legions of Caesar passed in conquering the world.

tions that must be gotten rid of before any real progress can be made. Among these is the abolishment of the labor system, collecting the road tax in cash and the employment of someone of good judgment and skill to do road work, following the advice that they can secure from the state engineer, and from him learn what to do, when to do and how to do it.

A thorough drainage of the main roads either by open ditches with unobstructed outlet, or, better, by tile drains on either side, is an absolute necessity in order to have the best results (unless perchance there may be inadequate natural drainage, as in the case of rolling, sandy soil) and frequent and timely use of the split log drag, used during or immediately after the rains, or when two or three inches of the rough, frozen road has thawed out, it would help matters

that this soil, if drained and graded, makes an exceptionally good foundation to build upon. Another mistake and a rank injustice has been to place practically all the burden of road taxes upon farm property. This plan has obtained from the first and is still in vogue in about one-half the states. The other half have learned that roads are public property—they belong to everyone and it is unfair and indefensible to place the whole burden of public work of this nature upon the farms. It is sometimes said the farmers use the roads more than others and that is given as a reason why they should do all the paying. Well, the lawyers use the court house more than others; shall we tax them for the county building?

A Jersey man in the last decade of the century just closed made a discov-

make some such division as this as to the cost of the public roads in any township, leaving it to the people of the township to say what roads shall be improved and when and how much money shall be expended, viz: that the state, from a general tax levied upon all property in the state, shall pay one-half and the property owners of the township shall pay the other half.

Suppose \$2,000 were spent upon the roads of any township. Under this plan one-half would be paid by the property owners of the township and a like amount, \$1,000, would be drawn

from the state. Of the latter \$1,000, \$700 would be contributed by cities, towns, railroads, corporations and other forms of property. The writer has at many times asked farmers whether it would be worth to them two cents a bushel on their crops to have a first-class road over which to market it. Very seldom has he found an intelligent farmer who did not agree that a road would be of this much value to him and that by having good roads and watching the market he could easily get that much more for his crops and he could certainly take them to market at less expense than under ordinary conditions.

A calculation has been made very carefully by the writer and has been checked over by the best authorities of the state. It shows, and the writer is prepared to defend it, that under the state aid plan the main highways in Illinois can be improved as first-class gravel and macadam roadways within 10 or 12 years at a cost of about 10 cents per acre per year on the farm lands of the state, or a tax equal in the aggregate to \$1 to \$1.25 an acre.

The writer believes that the principal objection to hard roads throughout the state is by retired farmers, who object to building roads for the tenant. If they would but realize that two per cent. on their rent, which is anywhere from \$4 to \$7 per acre, will pay the tax, and that it will make their farm more desirable and they can get their selection of tenants and sometimes 50 cents an acre more cash rent, they would arrive at the conclusion, if they are not prejudiced, that the money invested in roads is the best investment they can make.

The trouble has been that the farmers are paying enormous amounts of money for highways improvement and they have not seen the improvements. The money has been squandered.

Next to production the world's greatest industry is distribution. In this world-wide system the farm wagon and the country road occupy the first place and ought to have the first consideration. If the state or the nation has the money to spend on internal improvements, let them assist the townships to build good roads; the highways over which the children must go to school, the doctor to reach the suffering, and over which must pass every bushel of grain and every bale of cotton raised. The road reaches every field, every farm home and every market town. The people everywhere demand good roads. Good roads mean better schools, more social life, a better standard of living—they mean progress and civilization.

**Waterproof Asbestos.**

According to a German publication a firm in Munich has succeeded in artificially rendering asbestos water proof.

One of the beautiful mountain roads of Switzerland. Note its excellent condition, due to good construction and excellent maintenance.

From stereograph, copyright, by Underwood & Underwood, N.Y.

## COOPER FOLLOWERS GIVE REASON FOR THEIR BELIEF

With a theory that human health is dependent on the stomach and with a medicine which he says proves this theory, L. T. Cooper, a comparatively young man, has built up an immense following during the past year.

Cooper has visited most of the leading cities of the country, and in each city has aroused a storm of discussion about his beliefs and his medicines. Wherever he has gone, people have called upon him by tens of thousands, and his preparation has sold in immense quantities.

The sale of this medicine has now spread over the entire country, and is growing enormously each day. In view of this, the following statements from two of the great number of followers which he now has, are of general interest.

N. V. Marsh, residing at 217 South Daly street, Los Angeles, Cal., has the following to say upon the subject of the Cooper preparations:

"For more than a year I experienced the most intense suffering due to a form of stomach trouble which the doctors called catarrhal gastritis. After eating I would fill up with gas, which caused frequent belching. The abdominal area would expand until I could scarcely breathe, causing great distress. At such times I could not keep still, but paced the streets for hours until the pain subsided.

"Frequently I went without eating rather than endure the torture that was sure to follow. Liquids were the only kind of food I could partake of with safety. I had spells of dizziness, and became badly run down, suffering and lack of proper nourishment. I tried various remedies in search of relief, but they failed to help me.

"Some time ago a brother member in a lodge to which I belonged urged me to try the Cooper remedies, which were then being demonstrated in Los Angeles. He stated that to his personal knowledge they had been of great benefit to others in a like condition, and on the strength of his recommendation I procured a treatment of Cooper's New Discovery.

"It proved helpful from the first dose, and in less than a week I was eating regularly and heartily, without experiencing any bad effects afterward. Since taking the full treatment I am perfectly well and enjoy living for the first time in many months. Now I can eat a hearty supper, then go to bed and sleep like a healthy boy. I feel so well that I can hardly realize I am the same man. Cooper's New Discovery has worked a marvelous change in me—it has done all that was claimed for it."

Another statement by Mr. W. B. Stewart, 108 W. Madison street, Chicago, is as follows: "I have had stomach trouble for years, and anyone who is afflicted this way knows what an awful distressed feeling it causes. Many a time I have felt that I would give most any price to be cured. It was by accident that I heard of this man Cooper's remedies. I immediately made up my mind to buy a treatment of him. I used it for about two weeks, and it is impossible to tell how much good it has done me. I feel altogether different. I have more life and energy than I have had for years. The medicine certainly does stimulate and strengthen the whole system. Tired feeling and weak condition of the stomach has entirely passed away. I feel well again."

Cooper's New Discovery is sold by all druggists. If your druggist cannot supply you, we will forward you the name of a druggist in your city who will. Don't accept "something just as good."—The Cooper Medicine Co., Dayton, Ohio.

**Fido's Portion.**  
"Did you give the scraps of meat to the dog, Norah?"  
"You forgot, mum, that we'd quite eatin' meat, mum, but O! give th' baste th' carrot tops an' peraty parin's."—Los Angeles Express.

**Mrs. Winslow's Soothing Syrup.**  
For children's teething, soothes the gums, reduces inflammation, allays pain, cures whooping cough, croup, etc.

The decay of poetry may be due to the fact that so much of it is rotten.

Lewis' Single Binder, the famous straight 5c cigar—annual sale 9,500,000.

Never depend on a stuttering man. He'll break his word.

TO GET ITS BENEFICIAL EFFECTS ALWAYS BUY THE GENUINE  
**SYRUP OF FIGS**  
AND  
**ELIXIR OF SENNA**  
MANUFACTURED BY THE  
**CALIFORNIA FIG SYRUP CO.**  
SOLD BY ALL LEADING DRUGGISTS  
ONE SIZE ONLY. 50¢ A BOTTLE

Quick—Simple—Easy  
NO STROPPING NO HONING  
**Gillette**  
KNOWN THE WORLD OVER

**PATENT YOUR IDEAS.** They may bring you results. 16-page Book Free. Pat. Office, Washington, D.C.  
**PATENTS** Watson R. Coleman, Washington, D.C. Book free. 11-page book on references. Best results.

12 bottles with 100¢ up, 50¢ each. **Thompson's Eye Water**

## HE NEED NOT HAVE WORRIED

Speech Made by Chauncey Depew Long Ago Was Dismissed with Scant Comment.

Senator Depew the other evening told a story on himself, and it has since had a good deal of vogue in the senate.

"When I was a very young man," he said, "I went out to make a political speech with some older men one

night. They wanted something red hot, and I handed it out.

"I just turned myself to skin the opposition, and on the whole the audience seemed to like it. The more they cheered the more I warmed up to it. I was immensely pleased with my success. But after I got home I was worried. I lay wondering if it wouldn't react and injure our side more than the opposition.

"Then I bethought myself of some personal allusions I had made that might easily be construed as libels. I got a good deal excited and slept very little. In the morning I hurried down to see whether the papers had roasted me. The meeting was reported all over the front page. I plunged into it, shivering in nervousness. But I didn't have worried. What it said about my speech was in the last two lines:

"A young man named Depew also spoke."

### The New Woman of Asia.

Under the title, "The Lady of the Harem Emerges," Raja Rama contributes to Harper's Weekly an account of the woman of the Orient, as she stands to-day upon the threshold of emancipation. "Compared with the dark, quiet eyes of these Orientals," he writes, "the eyes of European or American women are restless, perturbed, full of disquietude, as though, while they have won enfranchisement, they have lost a secret inspiration; something that they miss and seek,

without quite understanding what remains unfound. And with the still, selfish serenity of the Asian woman goes a degree of power we hardly credit or understand. I read the other day the declaration of a Latin woman, who said that women of the Anglo-Saxon and Teutonic races do not know how to manage men; the women of the Latin races on the contrary, do know how to manage men. But it seems to me that the women of the Orient, whether in India, China or Japan, or among the Moslem peoples,

may have a fiercer and deeper secret still, wielding a far greater influence, because they do not seek to wield any influence at all."

### Cheap Railway Travel.

In the cities of Great Britain the population of which is 200,000 or more, the average rate of fare for street railway travel is 1.1 cents a passenger mile. In the cities of continental Europe the average rate of fare paid for urban transportation is one cent a passenger mile.